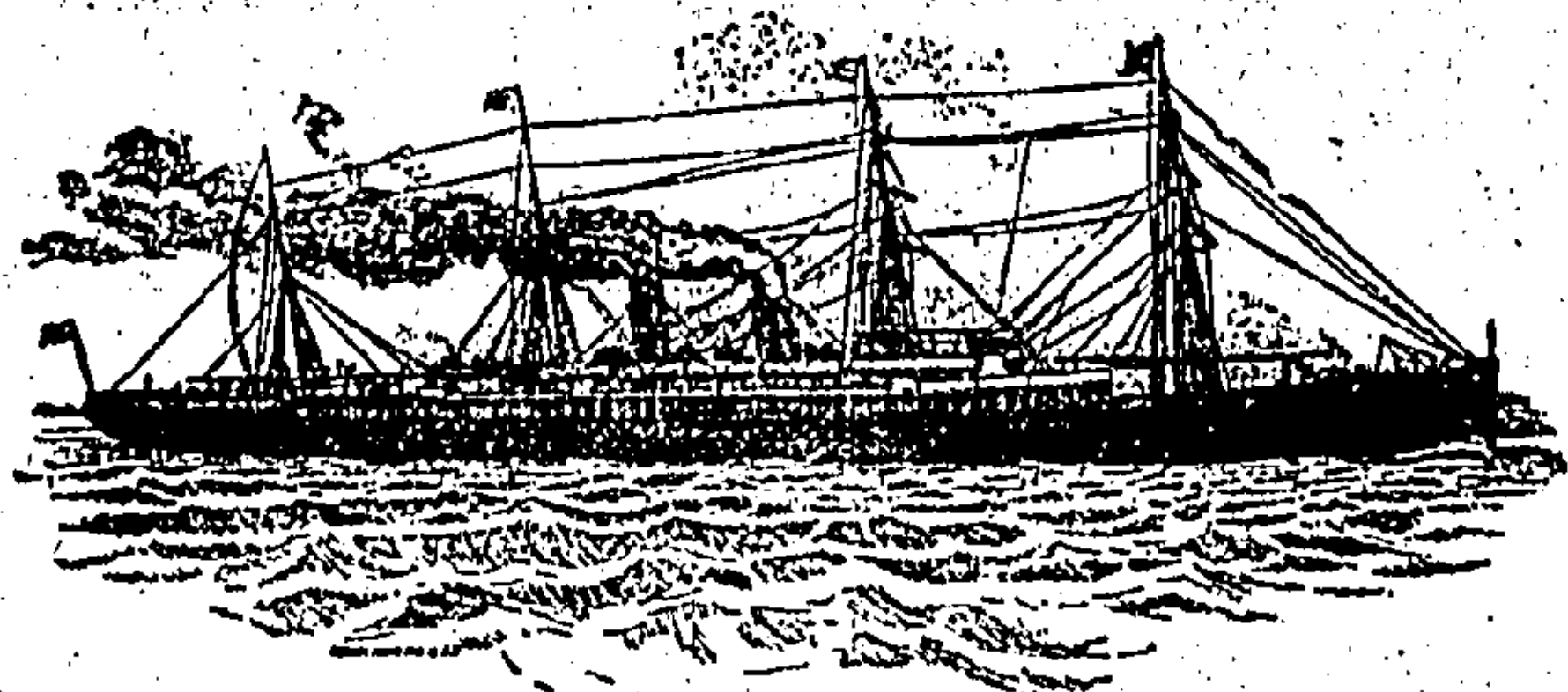






Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.KING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG

"KOREA"	11,276 Gross Tons.	SATURDAY, 26th December, at Noon.
"GABRIO"	4,205 "	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,307 "	SATURDAY, 9th January, at Noon.
"CHINA"	5,000 "	TUESDAY, 19th January, at Noon.
"DORIC"	4,784 "	FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,307 "	SATURDAY, 6th February, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 13th February, at Noon.
"COPTIC"	4,352 "	TUESDAY, 23rd February, at Noon.
"AMERICA MARU"	6,307 "	WEDNESDAY, 2nd March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 26th instant, at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any port en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the air tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting lines, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by Companies' and connecting Steamers.

## FEATURES OF THIS LINE

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 18th December, 1903.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

M.S. "EMPERESS OF CHINA"	6,000 Tons.	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 10th February.
"TARTAR"	4,445 "	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 9th March.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 30th March.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

The magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO HONOLULU (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the world; the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.OBTASIATISCHER FRACHTDAMPFER DIENST.  
Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
LAGONIA	HAVRE, BREMEN and HAMBURG.	24th Dec.
Forst	(Calling at SINGAPORE and COLOMBO).	Freight.
URNBERG	HAVRE and HAMBURG.	25th Dec.
Jaburg	(Calling at SINGAPORE and PENANG).	Freight.
VOIA	ROTTERDAM and HAMBURG.	1st January, 1904.
Dona	(Calling at SINGAPORE).	Freight and Passengers.
MBRIA	HAVRE and HAMBURG.	10th January.
Duckstein	(Calling at SINGAPORE and COLOMBO).	Freight.
URZBURG	HAVRE and HAMBURG.	23rd January.
Bieler	(Calling at SINGAPORE and PENANG).	Freight and Passengers.
LESIA	HAVRE and HAMBURG.	1904.
Schönfeldt	(Calling at SINGAPORE and COLOMBO).	6th February.
UBIA	NEW YORK	Freight.
von Hoff	VIA SUEZ	About end of December, or beginning of January.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 7, Queen's Buildings.

Hongkong, 7th December, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,303 tons.	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSUIN"	2,350 "	A. W. Dixon.
"HANKOW"	2,373 "	C. V. Lloyd.
"KINSHAN"	2,360 "	J. J. Lorisius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K. C. AN. MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.

"NANNING," 569 " C. Butchart.

"TAK HING," 618 " R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong HotelOr of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903. 1357c

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL  
ATTENTION.FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1339c

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE &amp; Co.,

CONNAUGHT HOUSE.

954c

## MADAM FLINT &amp; CO.,

DRESSMAKERS

AND

MILLINERS.

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL.

NOW SO MUCH IN-VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. 1438c

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.35 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903. 119

DEUTSCHE WEINGESSELLSCHAFT  
DUHR & CO., COELN.

STOCK ON HAND OF

AHRLEICHART, a red Ahr Wine at \$18.50

GRAACHER, Moselle " " at \$16.50

LAUBENHEIMER, Hock " " at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN &amp; CO.

Hongkong, 16th October, 1903. 1259c

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January, 1904. 1191c

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.Tenders will be made up when required and the workmanship and material will be  
guaranteed.The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

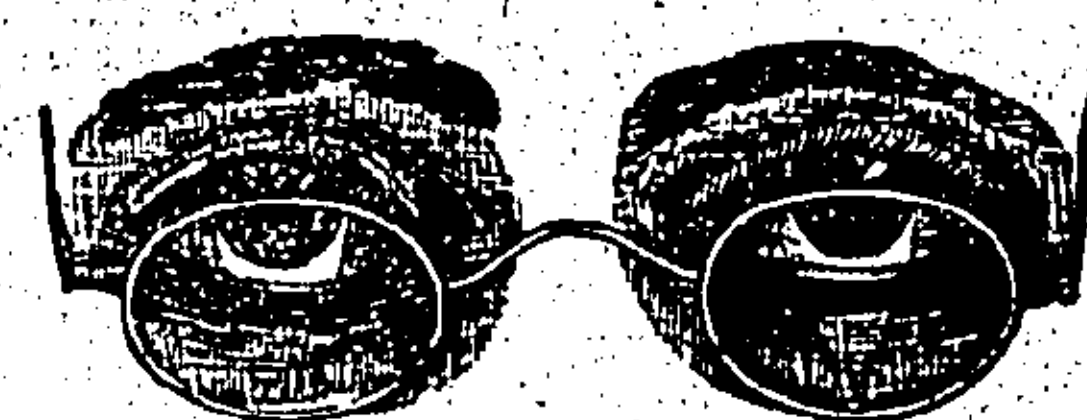
Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6c]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]



NOTICE.

IT is hereby notified that, on and after  
SUNDAY, the 20th instant, that Portion  
of PRAYA EAST extending from SHIP STREET  
to No. 2 POLICE STATION will be CLOSED  
to wheeled Traffic. The Section from ARSENAL  
STREET to SHIP STREET, which is at present  
CLOSED, will be RE-OPENED to wheeled  
Traffic a few days later.W. CHATHAM,  
Director of Public Works.  
Public Works Department,  
Hongkong, 18th December, 1903. 1521c

## FRESH XMAS CAKES.

TRY our Fresh Xmas Cakes made from the  
BEST INGREDIENTS and PURE  
FRESH AUSTRALIAN BUTTER.We can supply at present 1½, 2½, and 3½  
and of other Sizes made to Order by giving  
previous Notice.Coast Ports Orders will be carefully attended  
to.H. RUTTONJEE,  
No. 5, D'Agular Street and  
36 to 38, Elgin Road, Kowloon.  
Hongkong, 14th December, 1903. 146

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS.

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTOR.

AND GENERAL COMMISSION

AGENTS.

16, DES VUEX ROAD CENTRAL,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&amp;c. &amp;c. &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903. 138

THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 &amp; 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. 1110c

THE CHINA & JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of  
more than average length.ELECTRIC SUPPLIES OF EVERY DES-  
SCRIPTION IN STOCK.  
INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &amp;c. &amp;c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical

work.

Trained Mechanics sent to Out-Ports to

up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.







## Animations.



ESTABLISHED A.D. 1841.

S. WATSON & CO.,  
LIMITED.

## PORT

OLD VINTAGE, superior quality, Red Capsule - \$16.00 \$1.40

FINE OLD VINTAGE superior quality, Black Seal Capsule - 20.00 1.70

VERY FINE OLD VINTAGE, extrasuperior, (old bottled), Violet Capsule - 27.00 2.25

NOTE.—Port, after removal, should be used for a month before use.

Fine required for IMMEDIATE use should be ordered to be decanted before sent out.

These Wines are specially suited for feasts and general use, and are too well known to need further comment.

S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

TELEPHONE No. 414.  
WHILE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

CHEE & CO.,  
祥利廣  
TEMPORARY STORE:  
FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. Price & Co.)

AS &amp; NEW YEAR CARDS.

FURNITURE  
DEALERS.LIVING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
FURNITURE'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
KITCHEN RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.  
Hongkong, 29th August, 1903. (728)ARMICHAEL AND  
CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS, AND CONTRACTORS.  
REPAIRS PROMPTLY ATTENDED TO.LEORAMS: "ARMICHAEL," Hongkong.  
B. C. Code, 4th Edition.  
1 Code.  
Superior Standard Code.  
LEORAMS, 33.  
Hongkong, 20th March, 1903. (355)

The Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.  
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to the Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.  
SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$18 per annum.  
The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. (On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue in any part of the world is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, SATURDAY, DEC. 19, 1903.

## LEGISLATION NEEDED.

In a purely commercial centre, like Hongkong, anything which may tend to facilitate shipping business must possess a certain amount of interest for at least a substantial portion of the community. We have, on several occasions, demonstrated the necessity of legislation being enacted to safeguard the interests of ship-owners and masters from the loss of money and time entailed by reason of the shipment of worthless hands, who obtain berths aboard at Hongkong, and desert whenever sufficient inducement is offered. Although we have one of the largest seaport trades in the world, little or no provision is made in this respect to protect the mercantile community, who certainly require and deserve protection. A few days ago the British steamer *Laertes* arrived from Saigon, and Captain Jackson reported that, when he reached the French port, the native crew, who had been shipped at Hongkong, deserted and left him to find substitutes as best he could. It was not until he had put himself to very great inconvenience and trouble that he was able to secure sufficient hands to enable him to have the steamer safely navigated to Hongkong. But his trouble did not cease with his arrival in British waters, as when the ship was on the point of making the return journey several of the hands left the vessel, and hasty inquiries for other men had to be made in order that the sailing of the steamer might not be delayed. The case in question is one of the usual type only too frequent in these waters. This, surely, discloses the urgent necessity that exists for some sort of surveillance over the native crews, who find berths on British vessels in this port. Such a state of affairs should have been remedied long ago; for, whether regarded as a means of facilitating the loading or discharging of cargo, or of improving the conditions of navigation, the control of the shipment of native crews in the Colony is a step which requires the urgent attention of the local legislature.

## LOCAL AND GENERAL.

INWARD parcels by s.s. *Coromandel* are now ready for delivery.The *Centurion*, battleship, Capt. F. F. Fegen, left Malta on 17th ult. en route for China.The following appointment has been made at the Admiralty—Engineer Commander J. E. D. Graham, to the *Tamar*, for the *Wolver*, and Hongkong Reserve, to date Nov. 10.

H. E. THE Officer Administering the Government has appointed Mr. A. G. M. Fletcher, cadet, to act as assistant Registrar General, with effect from and including the 10th inst.

His Majesty the King of Denmark, R.G., C.B., has been appointed a General in the British Army on the occasion of the fortieth anniversary of His Majesty's accession to the throne.

The *Kronstadt* *Vladivostok* states that orders have been given to push forward the work on the new Russian battleships *Borodino*, so that she shall be ready to leave for the Far East not later than next autumn.

Mrs. Susanna Spurgeon, of Westwood, Beulah-hill, Upper Norwood, who died on Oct. 22, aged 71, widow of the Rev. Charles Haddon Spurgeon, has left estate of the gross value of £10,586, including £4,301 in net personality.

The Consul-General of the United States at Frankfurt says in a recent report that Germany contemplates an extension of her cables by constructing lines between Alerado and Guam, in the Caroline Islands, and the Pelew Islands and Shanghai.

Mr. W. J. Clennell, B.A., London, of the China Consular Service, has been called to the Bar at the Inner Temple on 17th ult. Mr. Clennell, who has been home on leave, left per N.Y.K. steamer *Awa Maru* on 10th ult. on his return to China. Mrs. Clennell and family accompany Mr. Clennell.A LETTER in the *P. & T. Times* a few days ago drew attention to serious inconvenience caused some British travellers home via Siberia in consequence of their passports not being properly-vised, and not stating clearly that they were travellers out of as well as into Russia. The omission cost them £16 as well as delay.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

ADDITIONAL regulations for the Hongkong Volunteer Corps are printed in the *Gazette*.A CIRCULAR despatch and enclosure printed in the *Gazette* notifies the accession of Denmark to the Copyright Convention.The case against the Captain and owners of the *Avon*, on a charge of carrying an unqualified mate, has been dismissed at Penang.

CAPTAIN E. Barnardiston, R. E., executive engineer, North-Western Railway, India, has been selected as a member for a Railway Syndicate in China. He is said to be an officer of exceptional ability.

H. E. THE Officer Administering the Government has been pleased to withdraw the Proclamation, No. 8 of the 23rd ultimo, declaring Nippon to be a port or place at which an infectious or contagious disease prevails.

H. E. THE Governor has given his assent in the name and on behalf of His Majesty the King, to the Ordinance repealing the New Territories Titles Ordinance, 1902, and the Ordinance to further amend the New Territories Land Court Ordinance.

A TELEGRAM has been received by H. E. THE Officer Administering the Government from the British Minister at Bangkok stating that only medical inspection is in force against arrivals from Hongkong, and that there is no present intention of dispensing with such inspection.

CAPT. Outerbridge, of the s.s. *Sunkiang*, from Manila, reports that at 4.30 a.m. on the 17th inst., when 20 miles to the S.S. W. of Hermana Mayor Island, he spoke the United States coast guard steamer *Minidama*, which had lost her propeller. As the vessel required no assistance he came on to Hongkong.

A MEETING of His Majesty's Justices of the Peace will be held at the Magistracy, at 2.15 p.m. on the 29th December, for the purpose of considering an application from James D. M. Cameron for the transfer of his publican's licence to sell and retail intoxicating liquor at the Occidental Hotel, to Rudolf Matthaei.

A MARRIAGE has been arranged, and will take place early in February, between Edward Hornby Beckwith, of Mappeth-mansions, son of the late Rev. George Langton Beckwith, M.A., vicar of Collingham, Yorkshire, and Janet, second daughter of Rear-Admiral Sir Edward Chichester, Bart., C.B., C.M.G., of Voulston, Barnstable.

THE St. Petersburg *Viedomosti* states that it is intended to send to the Far East next year the Russian transport *Ko chelka*, of 7,200 tons, which has been built at the new Admiralty yards and is now lying in the Neva. She is designed to supply coal to warships, and has accommodation for 3,500 tons; also for 32 officers, 1,000 men, and 16 horses.NOTICE is given in the *Gazette* that a coal wharf is about to be erected in front of Kowloon Marine Lot No. 35 (late the Coal Briquette Works). While the work is in progress, all vessels are advised to give the spot a wide berth, as rubble will be dumped in the Harbour to form a foundation for the wharf, forming an obstruction in the vicinity.DR. Middleton and Mr. Innes, the Commissioners appointed by the Government to inquire into the alleged irregularities in the administration of St. John's Island and the conditions which obtain or obtained in connection with coolies quarantined, left to-day for Penang where they commence their inquiries, says the *Straits Times* of 11th inst.

THE Suez Canal dues operate as a constant barrier against any great influx of British or other European coal into Eastern waters. The canal dues of 9 francs on the Suez Canal register work out, in the case of a fairly modern boat, on a cargo of 5,100 tons, at 4s. 4d. per ton. This impost also makes it impracticable for Indian or other Eastern coal to find a market in the great Mediterranean ports.

## THE DECEMBER CRIMINAL SESSIONS.

The following case, was decided after we had gone to press yesterday evening.

Arizo Shunizai, a Japanese, was charged with, on the 12th of December, feloniously attempting to put into circulation a counterfeit note of the Hongkong and Shanghai Banking Corporation, knowing the same to be a forgery.

Prisoner pleaded "not guilty," and the following jury was sworn:

B. J. Spittles, A. Reid, T. C. Downing, W. F. Bassford, S. A. Joseph, E. H. Summers, Y. D. H. S. des Remedios.

The Attorney General, stated that on the 12th December the accused went to a shop and purchased goods to the value of a dollar and a half, and tendered in payment a note for five dollars. No change was available so prisoner withdrew, and returned later for the same. During his absence it was discovered that the note was forged, and when he was informed of the fact, he ran away. He was pursued and arrested on the present charge. Sir H. S. Beakley told the jury that they must judge if the accused knew that the note was forged when he presented it in payment. Prisoner declared that he ignored that it was so.

Evidence was given and the jury returned a verdict of "guilty." The Chief Justice sentenced the prisoner to two years' imprisonment with hard labour. The Court was adjourned till Monday morning.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## JUDGMENT FOR \$28,800

## AGAINST A SHIPBUILDER.

Judgment in the case in which Tso Cheung Shi, a widow, residing at 162 Queen's Road West, suing as executrix of Tsoi Heung Po, deceased, proceeded against To Shing, a trader, of 22 Peel Street, to recover the sum of \$28,000 money received, and \$12,000 damages, was given by the Chief Justice (Sir W. M. Goudman) at the Supreme Court this morning.

The Hon. H. E. Pollock, K.C., instructed by Mr. F. B. L. Bowley, of Messrs. Dennys and Bowley, appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, represented the defendant.

His Lordship said:—This is an action brought by the executrix of the late Tsoi Heung Po against a shipbuilder named To Shing, claiming damages for the non-delivery of a small steam vessel, one of two which he had contracted to deliver to Tsoi. The damages claimed amount to \$48,800, namely \$28,000 being the amount paid by Tsoi to To Shing between certain dates on account of the vessel, \$12,000 representing the difference between \$28,000 paid and \$40,000 for which, it is alleged, the vessel, if delivered, according to contract, could have been sold by Tsoi, and \$8,800, representing certain materials or fittings not included in the specification, paid for by Tsoi and used in the steam vessel, the value of which it is alleged that Tsoi lost because the vessel was not delivered to him but to someone else. It seems that one, Henry Piry, trading as H. Piry and Company, had acquired certain concessions from the French authorities at Kwong Chow Wan with regard to opium and other commodities, and wished to raise the necessary capital to utilize and develop those concessions, and to procure suitable steam vessels for purposes connected therewith.

Accordingly, he associated with himself three Chinese who could provide some, at least, of the money required, namely Chan Tuk Shang, Tse Lee Ching and Tsoi Heung Po, whom I will allude to as Tsoi. Their relations were not at first regulated by any partnership agreement, and when Simon Daniel Piry, the brother of Henry Piry, came to Hongkong, from Shanghai, about June, 1901, to look after matters, presumably in the interests of Henry, who was most of the time away, managing matters at Kwong Chow Wan, he suggested the necessity of having something in writing to show the relations of the parties to each other in business. Accordingly, three documents were signed by H. Piry and Company—meaning, I presume, H. Piry—and by Chan, Tse and Tsoi (whose executrix is bringing this action). They are dated, 10th July, 1901. I quote from the translations. The first begins by reciting as follows: "Now we have invited our companions to establish the Kwong Chow Wan Shipping Company, Limited, and the Kwong Chow Wan, Raw and Prepared Opium Company, Limited." Then certain regulations are set out. The first was as follows: "Partners of this Company have not hitherto made any agreement with Piry and Company. Now this agreement is made as real proof. The name of Piry and Company, or Piry, shall be used in doing all business and building steamships."

The second reads as follows: "All the above mentioned business carried on by this Company at Canton, Hongkong and Chek Hom shall be handed to Piry and Co. to manage and carry on, on their behalf. The managers of Piry and Company are Chan Yuk Shang and Piry." Various other regulations followed. To read this one would suppose it was contemplated to join two limited companies under the Companies Ordinances, rather than a partnership, but Mr. Simon Piry deposed that this was not so. The other two agreements are, respectively, the Regulations of the Kwong Chow Wan Shipping Company, Limited, (as it is called), and of the Kwong Chow Wan Opium Company, Limited. The first four clauses of the Shipping Company's agreement are as follows:—"1. This Company has decided to make an agreement with regulations, with Piry & Co. 2. This Company shall carry on the shipping and salt-petre and sulphur business in Canton, Hongkong and Kwong Chow Wan. 3. It is proposed that a capital of \$5,000 shall be subscribed for this Company." (Shares are then set out). "4. All the capitals subscribed have been paid up in full." As regards the Opium Company, the first article stated that: "This Company has decided to make an agreement with Piry & Co., with regulations to do the Kwong Chow Wan Raw and Prepared Opium (business) and exporting prepared opium. The second article provided for a capital of \$120,000, of which Piry was to hold \$10,000 and the three Chinese \$110,000 shares between them; and the third article stated that all the capitals subscribed had been paid up in full. Now, these documents are by no means a satisfactory substitute for a proper partnership agreement constituting Henry Piry, Chan, Tse, and Tsoi, partners in an ordinary firm, although the relationship between them has been assumed by the defendant all through the case to be that they were, all four, simply members of the firm of Piry and Co. But, assuming, as I will, that some sort of partnership existed, it is clear from the evidence that when those three agreements were signed not only had all the \$50,000 capital of the shipping business been consumed, but that the shipping company or business had already had to borrow some \$70,000 from the \$120,000 capital, or supposed capital, of the Opium Company. It seems clear, therefore, that the Shipping Company was not in a position to pay for extra steamers, unless fresh capital was introduced. This was in or about July, 1901. Now, at that time, the defendant was building two steam vessels which were originally intended to be used in connection with the carriage of opium and freight, and in the careless unbusiness-like way in which matters seem to have been conducted, no proper written con-

tract for such building had been made. I did not appear at what dates payments on account of such building were to be made to the builder. It, however, appears that the two ships were ordered on 7th February, 1901, and 7th April, 1901, respectively, and that the first was to cost \$48,000, and the other \$30,000, and that there were written Chinese tenders and specifications, and that the defendant in those tenders agreed to complete the first steamer within nine months from 10th February 1901 and the second, within eight months from 10th April 1901. Thus both were to be completed in 1901. The shipbuilder had, by about August, 1901, received some \$40,000, on account, principally from Chan, but could not complete without further payments, and H. Piry and Co. had no funds available. Henry Piry was away down South. He left by the beginning of August, 1901, and was away over two years. Tse and Chan would not find further capital for these two ships and, eventually, Tsoi agreed to do so, but to protect himself wanted me handed over to him by the builder when finished. This being the state of things, the defendant, in my opinion, not caring who got the ships so long as he was paid for them, went to Mr. Dennys' office on October 7, 1901, and, according to the evidence of Mr. Dennys' interpreter, Wam Kwan Un, as Mr. Dennys to have the written contract with regard to the building of the two steamers made out in Tsoi's name. Next day, the defendant went again to Mr. Dennys' office with Tsoi and Chan and they arranged to have the agreement made in Tsoi's name, and not in Piry's. The original tenders with the specifications were addressed and headed 'To Un Chan Yuk Shang.' Accordingly, on October 9 a formal agreement was drawn out putting Tsoi in Chan's shoes, as it were, reciting the previous payments of \$40,000 and stipulating quite simply and clearly, that To Shing, (the defendant) would complete the two ships and hand them over to Tsoi, and that Tsoi would pay the balance of \$9,000 to the defendant in due course. This agreement was interpreted to the defendant and the interpreter deposed that they all appeared to understand it, and the defendant acknowledged in writing, at the end of the agreement, witnessed by Mr. Dennys, the receipt of \$15,000 on account of the \$29,000. I find, as a fact, that the defendant understood the agreement and it contains perfectly well when he and Tsoi and Chan signed it. Mr. Simon Piry knew of the agreement very soon afterwards and, although holding a Power of Attorney from his brother, Henry, he says he did not like it, yet he made no formal objection to it. On May 14, 1902, the defendant signed a receipt for \$17,000 more from Tsoi making, with the previous \$15,000, altogether \$32,000 received on account of the final \$39,000 from Tsoi. The receipt was witnessed by Mr. Dennys and a memorandum in his writing was added, and signed by Tsoi and the defendant as follows:—"It is hereby agreed between the parties hereto that the second steamer referred to in the above mentioned agreement shall be completed and ready for her trial trip within three months from this date, and that \$2,000, the balance of the above mentioned sum of \$29,000, shall be paid by Tsoi to To Shing upon the said second steamer satisfactorily completing her trial trip, and that all the goods purchased by the said To Shing to be used on board the steamer already delivered to the said Tsoi under the above agreement, and the extra work done to the said completed steamer under the said agreement have been paid for by the said Tsoi prior to this date—May 14, 1902."

The agreement was made at the office of a thoroughly respectable solicitor, and I do not believe that the defendant was in any way misled. This agreement or memorandum extended the original time for completing the second steamer ready for her trial trip to August 14, 1902. The first steamer was duly delivered. All the defendant had to do was to comply with the terms of this contract. Tsoi died on August 29, 1902, and on November 22, 1902 probate of his will was granted to the plaintiff. She, through her solicitors, wrote in due course requiring the defendant to carry out his contract and, on January 19, 1903, gave notice that unless the steamer was ready for delivery, after satisfactory trial: within one calendar month from that date, the plaintiff would treat the contract as broken by the defendant and would sue for damages. Instead of carrying out his contract, the defendant, who had other claims for other matters against Piry and Co., after trying to get these claims settled by Tsoi's executrix and others, finally handed over the steamer to Simon Piry, about the end of January 1903, who sold it to Edwards and others for \$28,000. Edwards was interested in a company of which Simon Piry was manager. Simon Piry deposed that out of the \$28,000 he paid to the defendant \$10,000, money he alleges to have been due to the defendant from Piry and Co., and that he remitted \$12,000 for a payment in connection with the Opium Farm, and that he sent most of the balance of \$6,000 to his brother, Henry Piry, who had been engaged in litigation with Tsoi and others at Kwong Chow Wan. In doing this, he, in no way, consulted with Tse or Chan or Tsoi. He was rather furnishing his brother with money to fight them. He may have been acting in his brother's interests, but he was clearly not acting for either Tse, Chan or Tsoi. Indeed, whatever partnership or association had existed between those persons and Henry Piry, had been dissolved and a liquidation ordered by a French Court in August 1902, and the property at Kwong Chow Wan and Canton had been seized and an advertisement inserted in the *Daily Press* by the French Consul at Canton dated September 25, 1902, announcing that liquidation had been ordered. It is clear, therefore, that the defendant broke his contract and that Tsoi or his estate lost thereby the \$27,000 he paid under the agreement of October 9, 1901, and the \$800 he had expended on certain iron work used in the vessel as regards the item of profit he would have

made by selling the vessel at a higher price, it was stated by Tai Chi Sun that he got an offer on behalf of Tsoi about the end of June or early in July, 1902, from a man named Lum, a Fokienese, to buy this second ship, when completed for \$40,000, if it was finished within two months from that time. But in view of the later letters requiring the ship to be finished ready for delivery within one month from January 19th, 1903, and looking at the whole circumstances of the case, I do not feel I ought to give damages under this head. The plaintiff was entitled to delivery of a ship costing and worth at least \$30,000, on payment of \$1,000, after satisfactory trial trip. The defendant to suit his own purposes and to enforce payment of other claims broke his contract and handed that ship over to Simon Piry or Edwards, whereupon it was promptly taken out of the jurisdiction of this Court. The plaintiff also lost the \$800 he paid for iron work to be used on the ship and which was used for that purpose. In the result I give judgment for the plaintiff for \$23,800 with costs.

The Court then adjourned *sine die*.

## THE FORTHCOMING RACE MEETING.

The third batch of subscription China pony griffins arrived from Shanghai, per the *Hang Sang*, and the animals were drawn for at Kennedy's Causeway Respository at five o'clock yesterday afternoon. There was a large attendance of local sportsmen, including Sir Paul Chater, C.M.G., Messrs. E. W. Rutter, C. T. Veitch, Johnson, Hart Buck, J. R. Michell, Christiani, and Ellis Kadgoric. The result of the drawing is as follows:—

No. 40.—G. C. C. Master. The best pony in the batch—a fine, strong animal, having the reputation of doing the fastest time on trial, viz. 4 mile, in 1m. 35 2/5 secs.

No. 41.—Dorabjee. A nice, skewbald, undoubtedly taking second place.

No. 42.—Sir Paul Chater. A very small size pony for a bulky owner. Nevertheless, a game young animal.

No. 44.—Tomnick.

No. 45.—Gresson.

No. 46.—Chui tian.

No. 47.—Longlet. A finely built pony, reported as having done a fast 4 mile.

No. 48.—Rutter. Of chestnut colour, and good mettle.

No. 49.—Babington. A chestnut of the same family.

No. 50.—C. H. Ross.

No. 51.—W. E. Gray.

No. 52.—Rutter.

No. 53.—Hart Buck.

No. 54.—Christiani.

No. 55.—Capt. Nugent. A nice skewbald, of the type of that secured by Mr. Dorabjee (No. 41).

After drawing for the first five ponies, which completed the list of subscribers, 41 in all, and each subscriber having drawn a pony, some discussion ensued regarding the drawing for the rest of the batch as there were 20 subscribers who had subscribed for two, three, four or five animals. Eventually, on the proposition of Mr. Rutter, it was decided that each subscriber should have another draw, thus enabling members subscribing for two or more ponies being placed upon the same footing.

## CHRISTMAS AND NEW YEAR'S HOLIDAYS.

H. E. THE Officer Administering the Government has directed that the following public holidays prescribed by the Public Holidays Ordinance, 1875, be observed as holidays in the Government Departments, and that in addition the 2nd day of January, 1904, be similarly observed, viz:—

Christmas Day.

The 26th day of December, 1903.

The 1st day of January, 1904.

The Police Magistrate's Department is excluded from the operation of the Ordinance on the 26th instant and the 2nd of January next.

## SHIPPING AND MAILS.

MAILS DUE.

German (*König Albert*) 21st inst.

Indian (*Namsang*) 22nd inst.

German (*Bayern*) 23rd inst.

Canadian (*Empress of China*) 23rd inst.

American (*Castle*) 24th inst.

Australian (*Taiyuan*) 27th inst.

American (*Hongkong Mail*) 31st inst.

Canadian (*Athenian*) 5th prox.

American (*China*) 10th prox.

The C. C. Co.'s s.s. *Lothian* sailed from Portland on 18th inst., for Moji and Hongkong.

The C. & M. Co.'s s.s. *Rubi* left Manila on Saturday, at 10 a.m., and is due here on Monday, at 3 p.m.

The Imperial German Mail s.s. *König Albert* left Shanghai on Saturday, at 11 a.m., and may be expected here on Monday, at 5 p.m.

The C. C. Co.'s s.s. *Chingwo* arrived at Manzanillo on 11th inst., and sailed for San Francisco on 13th inst., and is due there on 20th inst.

The Imperial German Mail s.s. *Bayern* carrying the German Mails, with dates from Berlin of the 24th ult., left Singapore on Friday, at 6 p.m., and may be expected here on Wednesday, at 3 p.m.

The O. & O. S. Co.'s s.s. *Gaule* sailed on Saturday 7 a.m., from Nagasaki, direct to Manila. Due at Manila 3 p.m. on Wednesday, and due at Hongkong sometime on Monday, probably, depending on promptness of unloading at Manila.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## WAR IMPENDING.

## GRAVE DISCUSSION.

## ULTIMATUM SUGGESTED.

(From Our Own Correspondent.)

LONDON, 18th December.

6.55 p.m.

Your London correspondent is informed in Paris, by a very reliable authority, that there may be a delay of several days before Japan's reply to the Russian note is handed over, as a grave discussion is taking place regarding a suggestion to word the reply in the form of an ultimatum.

The outlook is regarded as most ominous.

(Reuter's.)

## The Riots in Korea.

LONDON, 16th December.

America is sending a warship to Korea owing to the uneasiness caused by the recent riots.

## The Volunteer Force.

Several newspapers announce that the Government is preparing a scheme for the enrolment of 26 battalions of Volunteers in Ireland.

## Mr. Chamberlain's Fiscal Policy.

Mr. Chamberlain at Leeds outlined a scheme prepared by the Tariff Reform League for a non-political Commission of experts comprising representatives of industries in Great Britain, India, and the Crown and Self-Governing Colonies which would examine witnesses from every trade and then frame a model tariff.

17th December.

It is understood in London that the Russian reply, mentioned in Reuter's telegram, dated London 13th instant, affords a basis for an agreement on minor points, but that important questions of principle require further negotiation.

Reuter's Tokyo agency wires that the conference of the elder statesmen lasted three hours, and it is believed that another and, probably, a last attempt will be made to effect a friendly settlement.

## INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

## BALL AT THE CITY HALL.

Thanks to the generous and cordial hospitality of the engineers and shipbuilders of Hongkong, votaries of Terpsichore and her satellites passed a most enjoyable evening at the City Hall yesterday. Members of the profession in which mechanics play the leading role are, like their brethren of the other liberal arts—the artist, musician, the penman and others—of a decidedly democratic temperament, so that at *these*, of which they are the organisers, one is always assured of finding that pervading spirit of good-fellowship so necessary to the complete success of social gatherings of this kind. The large hall was tastefully decorated, as were also the adjoining salons, supper-room, corridors and bar, and compliments are due to Mr. H. C. Richardson for the able manner in which he supervised this important branch of the preparations. Unstinted praise should be accorded to the courteous and indefatigable hon. secretary, Mr. J. T. Miller, to whom Pressmen, in particular, can accord a hearty vote of thanks for his unfailing attention. The M.C.s, Messrs. J. Murphy, J. Lambert, R.N.R. and the jovial Vice-President, Mr. W. C. Jack, splendidly maintained the proud tradition of the Institution, as appropriately worded in the motto on its device—*Ubique*—for, indeed, they were here, there and everywhere, unflinching, from start to finish in their attention to the numerous guests of the evening. The attendance, as usual, was a crowded one, the space available proving almost too small for the requirements of the crowded gathering. Dancing was kept up till the small hours to the strains of the excellent band of the Sherwood Foresters, present by kind permission of the Colonel and officers of that regiment. The President, Mr. P. McQuinn, and the members of the Institution of Engineers and Shipbuilders of Hongkong, are to be congratulated on the brilliant success of this enjoyable gathering.

## THE HONGKONG CIVIL SERVICE.

## SIR HENRY BLAKE'S DEFENCE.

Sir Henry Blake contributes the following letter to the *Times*, in reply to an article by Mr. Alleyne Ireland dealing with Hongkong in the series on Studies in Administration in the Tropics.

Sir,—In the *Times* of September 14 appears the third of a series of articles on Studies in Administration in the Tropics, by Mr. Alleyne Ireland, who was commissioned by the University of Chicago to visit all the Eastern Colonies and report upon the systems of administration under which the various Indo-Malayan people live—a work of very great importance and utility if carried out with unbiased intelligence.

The article in question is a report upon the administration of Hongkong, in which Colony he arrived supported by such recommendations as secured him accommodation in a room in the

already much congested. Colonel I. offices and his access to official sources of information. He remained in the Colony for four months, and the result is a paper so inaccurate, and so distorted a picture of the Civil Service of the Colony, that I must ask permission to correct some of his misapprehensions.

Having in the second paragraph acknowledged that the officials are not corrupt, that justice is honestly administered, and that life and property are as secure as they are in London, Mr. Ireland adds that:—A number of men possessed of high qualifications fail to be useful servants only because in Hongkong, as in some other places in the British Empire, it is considered the worst of bad form to be interested in one's work.

As one who has a "ministered the Governments of various Colonies for 19 years I may claim to speak with some authority on this subject. A more groundless statement has never been made by one assumed to write with a sense of responsibility. In my experience at home and abroad I have never known a body of men on the whole more faithfully devoted to their duties than are the European public officers engaged in the administrative work of the Colony. I was in England at the time of Mr. Ireland's visit, but I learned on my return that, unfortunately between Mr. Ireland and some of the public officers with whom he came in contact there was a mutual lack of appreciation which may account for his conclusions.

But after all this is but a matter of opinion. Now for Mr. Ireland's facts, arrived at after four months' investigation. He cites two instances in which the interests of the Colony have been sacrificed to official dilatoriness:—

"In 1894 a serious outbreak of bubonic plague occurred in Hongkong, and from that time onward the Colony has scarcely been free from it. Notwithstanding the serious nature of such a visitation, it was not until 1901 that the Government took the matter thoroughly in hand by calling for a report on the subject from Professor W. J. Simpson, and a Public Health and Buildings Ordinance was drafted as the outcome of Professor Simpson's report and of the advice of Mr. Osbert Chadwick, C.M.G., and of Dr. Francis Clark, medical officer of health, some eight years after the first outbreak of plague."

Immediately after the cessation of the outbreak in 1894 the Government resumed 64 acres of insanitary private property at a cost of \$818,000, removing the houses and laying out the area at a further expenditure of \$108,000. In that year an ordinance was passed dealing with insanitary dwellings, and in 1899 a further ordinance, the Insanitary Properties Ordinance, was passed. The Public Health and Buildings Ordinance alluded to by Mr. Ireland was in the main a consolidating ordinance. Apart from the sums mentioned above, \$1,349,000 were spent in sanitation between the advent of the epidemic in 1894 and 1902, the year in which Professor Simpson visited the Colony at my request, the large expenditure and the exertions of an ever-increasing sanitary staff being ineffectual to stave off the annually recurring ravages of the epidemic. A further sum of \$712,000 has been expended since 1901, and the expenditure of the Sanitary Department, which in 1893 stood at \$50,000, stands in this year's estimates at \$380,000.

Again:—

"The other instance to which I refer is the water supply of the Colony. About 20 years ago Mr. Osbert Chadwick was called upon to make a report upon the water supply of Hongkong. He supplied the Government with a number of suggestions which were only carried out in part. . . . After an interval of 20 years Mr. Chadwick had to be again called in to report once more upon the water supply of the Colony."

In 1882 Mr. Chadwick reported. In 1883 the great reservoir at Tiatam was begun and completed in 1899 at a cost of \$1,257,000. Another reservoir at Wongneichong was also added, and a general distribution carried out not only on the lower levels but throughout the Peak district to an elevation of 1,800 ft., while in Kowloon waterworks were also established. Between 1883 and 1900 the sum of \$4,131,000 was expended in waterworks alone, and in 1901 a scheme was entered upon for increasing the water supply of Kowloon estimated to cost \$835,000, of which \$200,000 has already been expended. I have Mr. Chadwick's report of April 10, 1902, before me. He recapitulates his recommendations made in 1882, which were adopted by Mr. Cooper, the then Director of Public Works, and in paragraph 55 he writes with reference to these recommendations:—

"The conclusions which I have arrived at may be summarised as follows:—(1) The works recommended by Mr. Cooper as urgently required have been carried out with good results.

In pursuance of further recommendations made by Mr. Chadwick in his report of 1902 the construction of a very large additional reservoir has been determined upon and preliminary work has been begun. This large work will take some years to complete, during which period I fear that the population will continue to suffer great inconvenience in dry summers.

Mr. Ireland speaks of the inadequate size of the Government offices. The Colonial offices were built and the Supreme Court building was acquired in 1848, when the population was 21,000. The Post Office was built in 1865, when the population was 125,000. The population is now 411,000. New Law Courts and Post Office are being erected at an ultimate cost of over \$1,300,000.

The publication of Mr. Ireland's most misleading statements in the *Times* means the publication in every Colony in the Empire, in some of which the future lot may be cast of public officers with whose work he has failed to make himself acquainted. It is in justice to them that I write. In such an investigation as Mr. Ireland has undertaken literary capacity without accuracy is an *indefinite*. If the report to be submitted to the University of Chicago be no more accurate as regards other Colonies of the British Empire than that which he has favoured you on Hongkong, it

will be but a sorry *véde-murum* for the study of British Colonial administration.

I am, Sir, your obedient servant,  
HENRY A. BLAKE.  
Government House, Hongkong, October 18.

## THE CHINA DINNER.

The annual China dinner has once more justified its recurrence by the assemblage that met on 17th ult. It is really the big China Club in London for the evening and whilst politics, commerce, shipping or railways may, each and all, be the theme of the speakers, it is quite evident, from year to year, that we must not overlook its social side.

In giving the toast of "Our Guests," Sir Thos. Sutcliffe voiced the opinion of the majority present by his remark that the "annual dinner of the China Association was a function not altogether unworthy of the regard of those who were entertained, in spite of that modesty which is characteristic of every man who has lived for some years in China," a remark that naturally caused some laughter. We may be considered, he went on to remark, as no unworthy representatives of the men who had carried the commerce of Great Britain into the most distant parts of the world, and carried it, he was glad to say, upon the whole with merited success. A very few years ago the China Association concerned itself with nothing whatever except the idea of the commercial progress in which they were all individually and collectively interested, but to-day the Chinese question has taken a larger and wider sweep, and it could not be otherwise than discussed more or less in meetings of this kind.

Still, commerce and politics apart, the meeting of men who have worked, perhaps as competitors, but always as friendly rivals, in the Far East naturally produces a community of ideas and interests that constitute a formidable bond of friendship. Some who are still in harness meet in their daily pursuits, but the more fortunate whom pensions or retiring allowances, or that competence which commerce has yielded and permits of more ease, find in the annual dinner of the China Association that means of reunion that they would find some round more than once a year. In the formation of the Association which permits of this no one had a greater share than the President for the current year, Mr. Gundry, in proposing the health of the Chairman, fittingly dwelt on the part that Sir Alfred Dent had taken in the formation of the Association since the days when the idea of a China dinner first concreted in the gathering at the Thatched House Club on a day in the autumn of 1888. Unfortunately several present on that occasion have joined the majority, and amongst them T. L. Mulline, who took so active a part in organising the first of the annual series of dinners. The President for this year has since the inception of the Association always held office, and has rendered yeoman service during the 15 years' life of the Association. From this position of vantage he was able to survey the changes that have been effected in the Far East during this period—one that has been most momentous in the history of China, and in the course of which there has been a considerable shuffling of the cards for all who have had a hand in the game. Sir Alfred tabulated a formidable list of the things we hope to see accomplished ere long in China, a nation of whom it is said, that it forgets nothing that is old, and learns nothing that is new. All well-wishers of British trade and of the integrity of China will admit that in the matter of territorial acquisition we have not added much to our visible prestige in the Far East, but any loss of influence that we have incurred on that account Sir Alfred trusted to find more imaginary than real. He hoped also to find, as time goes on, that British commercial interests at least have been safeguarded, and that if we have retired from the competition for spheres of influence, we shall at all events find that the "open door" and "equal opportunity" have been secured for the trade of the British Empire and for the world at large.

A perusal of the speeches occasioned by the various toasts shows the variety of topics treated, as will be gathered from the full report in this impression. Into all the topics we cannot enter. Each one on its turn, and in a variety of ways, has been the subject of either news or views in these columns. We may, however, commend the frank statement of Sir Edward Seymour—one that is characteristic of the sailor and man of action. His straight talk was not a discussion of the topics he mentioned, but a series of definite statements, without qualification, on the points. We could have wished that Earl Percy, the new Under Secretary of State for Foreign Affairs, had been as definite on behalf of the interests represented by the Association. This was the first time that he had made a statement respecting the position in the Far East, from the standpoint of his new and responsible position. From the reception of his remarks it would not appear that he had made a very favourable impression on the majority of those whom he addressed. We may possibly admire, even if events are too strong to permit us to share in his optimism on the chances of Russian evacuation of Manchuria. We should all of course like to know what are the precise circumstances which, presumably, made it impossible for the Russian Government to carry out, at the exact dates specified in their convention with China, the explicit assurances they have so frequently and repeatedly given to ourselves. We have little hope, however, that the information will be vouchsafed to us. The Under Secretary spoke at large, but without evoking sympathy for his utterances, and it was probably only politeness to a guest that prevented dissent being taken to some of his sentences. We may trust that a longer occupancy of the important post he holds by a perusal of documents which the archives of the Foreign Office doubtless abundantly contain, and by possibly the further material which it is in the power of the committee of the China Association to provide, that should Earl Percy attend the annual banquet a year hence he may be able to address the members in a strain that is more in consonance with their views and interests.—*L. G. C. Express.*

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly and Potts write in their report of the 18th inst.:—Although in several instances an appreciable advance has taken place, the general position is unchanged and business during the past week has been very restricted. Shanghai advises a substantial rise in Langkats, Farnhams, and Hongkew Wharfs, which may be taken to indicate a better condition of affairs in the North.

The Hongkong High-Level Tramways Company, Limited, has advertised its nineteenth ordinary general meeting for the 23rd December. The transfer books will be closed from the 19th to 23rd instant, both days inclusive.

Banks.—Hongkong and Shanghai Banks have ruled firm throughout the week and business at 567½ has been transacted, but at time of writing, the market is slightly easier and shares may probably be obtained at 567½. The London quotation has receded to 564. Nationals are without change.

Marine Insurances.—Unions are offering at \$490. China Traders have been sold and can still be had at \$57. Sales of Cantons at \$175 have been effected. A small parcel of North China has been disposed of at Tls. 219.

Fire Insurances.—Hong-kong Fires are steady at \$310. China Fires have been sold at \$88 and more shares are wanted.

Shipping.—Hongkong, Canton and Macao Steamboats have been the medium of further business at \$32½ and now close at \$32½. Indochina has improved to \$76. There is nothing doing in China and Manila, the quotation remaining unaltered at \$18. Douglas Steamships have been fixed at \$30. Star Ferries (old) have found buyers at \$30; the new shares can be placed at \$19. Shell Transports have been booked, and there are further sellers at £1. Shanghai Tugs are obtainable at Tls. 50 for the ordinary, and at Tls. 47½ for the preference shares.

Refineries.—China Sugars are firmer with buyers at \$105.

Mining.—Punjoms are out of favour at \$1½. Raub's keep offering at \$8. We are advised that the result of the crushing for four weeks is 700 ounces smelted gold from 2,800 tons of stone. Chinese Engineerings have improved, and are in request at Tls. 6.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are weaker at \$204. Farnhams have considerably strengthened since our last report, and are in demand at Tls. 128. An interim dividend of Tls. 5 has been declared, payable in Shanghai on the 22nd inst. Kowloon Wharfs are up to \$96 at which price shares are inquired for. Hongkew Wharfs have been placed at the advanced rate of Tls. 220.

Lands, Hotels and Buildings.—Hongkong Lands have experienced a smart rise, and after sales at various rates, are wanted at \$157½. Shanghai Lands have been disposed of at Tls. 103½. Kowloon Lands can be placed at \$35. Hongkong Hotels have been negotiated at \$148. Humphreys' are firm at \$11, and China Providents at \$9½.

Cotton Mills.—Ewos are in the market at Tls. 37. Internationals can be placed at Tls. 25. Laou-Kung-Mows are reported sold in the North at Tls. 40, and Soychees have inquiries at Tls. 170. Hongkong Cottons continue in request at \$15½.

Cigar Companies.—Sumatras are wanted at Tls. 51.

Miscellaneous.—Green Island Cements have further advanced to \$25, and China Borneos are in demand at \$3. A. S. Watsons have again found buyers and are still asked for at \$14½. Watkins have been dealt in at \$7½. Electric (old) are in request at \$12½; the new shares are quoted at \$7. Geo. Fenwicks have hardened, and there are buyers at \$48. Ropes are wanted at \$145. Tramways are steady at \$320. The Directors propose to pay a dividend of \$30 per share. Langkats are inquired for at Tls. 312½ ex the interim dividend of Tls. 7½ paid in Shanghai on the 15th instant, being a rise of Tls. 20 on the previous week's quotations.

## FORTNIGHTLY MARKET REPORT.

Cotton.—Market ruled very active and prices have advanced from \$1 at \$4 per picul. Sales are reported of about 900 packages at \$30 to \$34 per picul. The unsold stock is estimated at about 450 bales. Sales of about 35 packages of best Ningpo are reported at \$35 per picul. Stock Nil.

Yarn.—Advices of a stronger tone at Bombay, coupled with a fall in the rate of Exchange here, made importers firm, hence prices advanced from two to five dollars per bale on last Mail's quotations. Sales are reported of about 2,000 bales. The unsold stock is estimated at about 300 bales. No sales are reported in local as well as Japanese Yarn.

Malwa Opium.—A good business transpired. Sales: 13 chests at \$90, 31 chests at \$150, 15 chests at \$90, 18 chests at \$90, 62 chests at \$90, 9 chests at \$100, 35 chests at \$100, 34 chests at \$100, 10 chests at \$100, and 20 chests at \$100, in all about 247 chests. The unsold stock is estimated at about 1,200 chests.

Beugal Opium.—A good business is reported. Sales: 470 chests at \$1,065 to \$1,085 of Patna, and 213 chests at \$1,065 to \$1,085 of Benares are reported. The unsold stock is about 1,223 chests.

Persian Opium.—Ruled steady and about 160 chests changed hands at \$80 to \$830 per picul. The unsold stock is about 2,000 chests.

## Miscellaneous quotations:—

Ivory.....\$30 to 650 Saltpetre.....\$10 to 11  
Borax.....17 1/2 19 Soda.....5 1/2 7  
Oilbalm.....7 1/2 25 Cloves.....15 1/2 35  
Beans.....3 1/2 4 Vermilion.....8 1/2

## YARN MARKET REPORT.

In their report dated the 18th inst., Messrs. Cawcraig, Tallantree & Co. write:—Since the issue of our last circular, dated the 4th inst. our yarn market has remained firm in best and suitable threads owing to the continuance of the telegraphic advices of a stronger tone in Bombay, coupled with a fall in the rate of

exchange here. The importers asked for advances in rates on last mail's prices, and the Chinese at first showed less inclination to operate, hence the first week passed off quite blank; latterly, foreign firms came forward in the market and began to repurchase freely, and the Chinese speculators took advantage of this opportunity and quitted a good lot of their former cheap holdings at best advantage. The prices have advanced from two to five dollars per bale in almost all counts and descriptions, still the prices here compared with those ruling at Bombay are not at all satisfactory, and are not covering cost. A moderate business is reported in No. 20s in a few of the best and selected threads, others are not inquired for, the dearth of this count has greatly retarded business—Only one thread of No. 16s changed hands at an advance of \$2—A moderate business is reported in No. 12s in selected threads only.—The continued demand for No. 10s have made holders firmer who have succeeded in establishing a substantial advance in prices on last mail's quotations, and this count closes firm with further buyers. Nos 8s and 6s are not in much request. The market closes firm. Sales during the past fortnight comprise about 1,400 bales of No. 10s—250 bales of No. 12s—25 bales of No. 16s—and 225 bales of No. 20s—in all about 2,000 bales. Arrivals per steamers *Simla, Capri, Kamsang, Tientsin, Catherine Apcar, and Vindobana* of about 17,000 bales. Shipments to Shanghai and Coast ports about 9,500 bales. The unsold stock is estimated at about 39,000 bales.

No business is reported in Local as well as Japanese Yarns.

Exchange.—We quote to-day on Indian at Rs. 127½. London at Sh. 1/8 3/4d.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1,877/16
Bank Bills, on demand	1/8 3/4
Credits, 4 months' sight	1/8 3/4
Diments 4 months' sight	1/8 3/4
ON BERLIN, (demand)	M. 1/4
ON PARIS, Bank Bills, on demand	2.14
Credits, 4 months' sight	2.18
ON NEW YORK, Bank Bills, on demand	41 1/2
Credits, 30 days' sight	42
ON BOMBAY, Telegraphic Transfer	120 1/2
On demand	127
ON SHANGHAI, Telegraphic Transfer	71 1/2
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	83 1/2
Sovereigns, Bank's Buying Rate	\$11.70
Gold Leaf 100 touch, per tael	60.65
Bar Silver	25 1/2

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—

MALWA NEW	@ 920/950
"LAST YEAR	@ 970/1,020
"OLDEST	@ 1,040/1,100
PATNA NEW	@ 1,187 1/2
BENARES NEW	@ 1,187 1/2
PERRIAN (PAPER)	@ 800/850

## To-day's Advertisements.

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Naval Authorities that the RUNNING OF TORPEDOES at the TORPEDO SUB-DEPOT at KOWLOON will commence on TUESDAY, the 23rd December, from 7.30 A.M. to NOON, and will be continued Daily from 1.30 P.M. to 4.30 P.M. until further Notice.

By Command,  
A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 19th December, 1903. [155c]

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER HAMBURG-AMERIKA  
LYOED.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO  
AND YOKOHAMA.  
THE Imperial German Mail Steamship

"BAYERN,"  
of the NORDDEUTSCHER LLOYD,  
Captain H. Förmes, due here with the outward German Mail about WEDNESDAY P.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 19th December, 1903. [56c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOV.  
THE Company's Steamship

"THALES,"  
Captain Robson, will be despatched for the above Ports, on TUESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS, LAFAIK & Co.,  
General Managers.

Hongkong, 19th December, 1903. [172c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship  
"COROMANDEL,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Himalaya*.  
From Australia, &c., ex S.S. *Ararat*.  
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

E. A. HEWITT,  
Superintendent.  
Hongkong, 19th December, 1903. [172c]

## Co-op's Advertisements.

THEATRE ROYAL  
Commencing  
WEDNESDAY NIGHT, DECEMBER

HILL'S WORLD'S ENTERTAINMENT

Will play a short season, presenting for first time in Hongkong a thoroughly first class performance, introducing Star from the principal cities in the world. THE BEST COMPANY AND THE STRONG COMBINATION OF TALENT EVER IN THE EAST is the unanimous opinion of the Press. The following are of the members of the company:

HILL AND SYLVIAN, IN POSITIVELY THE GREATEST CYCLE UNICYCLE ACT IN THE WORLD. A Continental Star Performance from EMPIRE, LONDON, the FOLIES BERG PARIS, WINTERGARTEN, BERLIN, KEITH'S and ORPHEUM CIRCUS AMERICA.

KELLY and AGNAS, Comedy Sketch Artists, introducing Eccentric Dances, Acrobatic Comicalities and Mocking Finches.

MISS LESLIE NORMAN, New Zealand's Greatest Operatic Soprano.

LAZERN THE MYSTIC, From the Crystal Palace, London, presenting novel and up-to-date exhibition of le daim.

LEONARD NELSON, Just a Plain Comedian.

FUN IN SHADOWLAND, A New and Novel Act by the Entire Staff of the Company.

SPECIAL HOLIDAY MATINEE, SATURDAY, 26th DECEMBER. FREQUENT CHANGES OF ALL ACTS.

Plan of reserved seats now open at Robinson's. Prices:—\$3, \$2 and \$1. Hongkong, 19th December, 1903. [172c]

## PUBLIC AUCTION.

THE Undersigned have received instruction to Sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

TUESDAY, the 22nd December, 1903, at Noon,

opposite Ah King's Slipway, Wanchai, THE Steam Launch "HINDA."

Build of Teakwood. Length 29 feet. Breadth 6 feet. Engines 3½ inches by 7 inches. Boiler 3 feet by 3 feet 3 inches. With a 6 foot Cabin and Keel Condenser.

Also One 4-OARED BOAT. TERMS:—As usual.

HUGHES & HUGHES, Auctioneers. Hongkong, 19th December, 1903. [172c]

## THE CATHOLIC UNION.

5TH YEAR OF OUR XMAS TREE ENTERTAINMENT TO THE POOR.

Will you help to make



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.KING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUR
ASGOW AND LIVERPOOL	"TYDEUS"	On 29th December.
ASGOW AND LIVERPOOL	"NESTOR"	On 1st January.
ASGOW AND LIVERPOOL	"KEEMUN"	On 8th January.
ASGOW AND LIVERPOOL	"KINTUCK"	On 14th January.
ASGOW AND LIVERPOOL	"PINGSUEY"	On 22nd January.
ASGOW AND LIVERPOOL	"MOYUNE"	On 28th January.
ASGOW AND LIVERPOOL	"GLAUCUS"	On 3rd February.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
ARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
ARSEILLES, L'DON & A'WERP	"VANGTZE"	On 5th January.
ARSEILLES, L'DON & A'WERP	"DIOMED"	On 19th January.
LIVERPOOL	"DIOMED"	On 22nd January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
CTORIA, SEATTLE, TACOMA, and	"TYDEUS"	On 1st January.
PACIFIC COAST PORTS, via	"PINGSUEY"	On 24th January.
NAGASAKI, KOBE and YOKOHAMA		

S.S. "CALCHAS" from Tacoma is expected to leave Moji on 22nd inst. for Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 16th December, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HANGHAI	"KASHING"	19th December.
HANGHAI	"ICHANG"	21st "
BEU and ILOILO	"KWEIYANG"	22nd "
INGPO and SHANGHAI	"TIENTSIN"	23rd "
ANILA	"CHONGKING"	23rd "
ORT DARWIN, THURSDAY ISLAND,		
COOKTOWN, CAIRNS, TOWNS,		
VILLE, BRISBANE, SYDNEY and	"CHINGTU"	30th "
MELBOURNE		
OB	"TAIYUAN"	1st January.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly  
qualified Surgeon is on board.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
ports.N.B.—RED C.D. SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th December, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
UBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 26th Dec., at 10 A.M.
FIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 2nd Jan., at 10 A.M.
ERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 19th December, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH  
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To SAIL
"INDRASAMHA"	5,197	W. E. Craven	Dec. 24, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## YOYO KISEN KAISHA

## MANILA LINE.

## REGULAR SERVICE

BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
PHILLA-MARU	Ernest Bent	3,869	TUESDAY, 22nd December, at 11 A.M.
OSSETTA-MARU	H. S. Smith	3,876	SATURDAY, 26th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.

Hongkong, 16th December, 1903.

K. NAKASHIMA, Manager.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
valued Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.FARE—(Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5;  
2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, and 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 7th September, 1903.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw  
Steamer

## "KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-  
KONG for CANTON at 8.30 P.M. on SUNDAYS,  
TUESDAYS and THURSDAYS, returning  
to Hongkong the following days leaving  
CANTON at 5 P.M. Unexcelled Accommodation  
for First Class Passengers. Ship lighted  
throughout by Electricity.Passage Fare, \$4 Single Journey,  
Meals \$1 each.  
The Company's Wharf is West of the Hong-  
kong Harbour Master's Office.SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 30th May, 1903.FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

## "CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the  
above Ports, on TUESDAY, the 22nd instant,  
at 1 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 15th December, 1903.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"LOWTHER CASTLE"	22nd Dec.
"SIKH"	31st Dec.
"SAGAMI"	9th Jan.
"AFRIDI"	22nd Jan.

For Freight and further information, apply to

## DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 15th December, 1903.

CHINA COMMERCIAL STEAMSHIP  
COMPANY, LIMITED.

## 司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, SALINA  
CRUZ-MEXICO & SAN FRANCISCO.

THE Steamship

## "CLAVERING,"

Captain Barton, will be despatched for the above  
Ports, on THURSDAY, the 24th instant,  
at Noon.  
For Freight, apply at the Company's Offices,  
No. 20, Des Voeux Road.J. S. VAN BUREN,  
Superintendent.

Hongkong, 12th December, 1903.

THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

## "HIMERA,"

Captain Lockhart, will be despatched as above  
on or about MONDAY, the 28th instant.  
For Freight, &c., apply toSHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 19th December, 1903.

"SHIRE" LINE STEAMSHIP  
COMPANY.

FOR LONDON AND HAMBURG.

THE Company's Steamship

## "FLINTSHIRE,"

Captain J. M. Haffner, will be despatched for  
the above Ports, on or about MONDAY,  
the 28th instant.  
This Steamer has Superior Accommodation  
for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 14th December, 1903.

"GLEN" LINE OF STEAMSHIPS,  
FOR LONDON AND ANTWERP.

THE Steamship

## "GLENFARG,"

Captain Holman, will be despatched as above  
on SATURDAY, the 9th January, 1904.  
For Freight or Passage, apply toMCGREGOR BROS. & CO.,  
Agents.

Hongkong, 17th December, 1903.

## Shipping—Steamer.

CHRISTMAS HOLIDAY EXCURSIONS  
TO MACAO.

## THE Favourite Passenger Steamer

## "WING CHAI"

will run SPECIAL TRIPS TO MACAO on  
the 26th, 27th and 28th December, leaving her  
Wharf in Hongkong at 9.30 A.M. Each Day  
and Macao at 7.30 P.M., arriving Hongkong  
about 11 P.M.FARE—Return Ticket available for Three  
Days \$3.  
The Steamer will also run on CHRISTMAS  
DAY leaving Hongkong at 8.30 A.M. and  
Macao at 2 P.M.

MING ON &amp; CO.

Hongkong, 16th December, 1903.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
acting Director of the Hongkong Obser-  
vatory:—On the 19th at 11.30 a.m. The barometer has  
risen generally, particularly over China.The anti-cyclone remains central over China,  
and pressure continues low over N.E. Japan.  
Gradients moderate with strong monsoon  
over the China coast, steep with heavy monsoon  
over the China Sea.

Forecast:—fresh N. winds; fair.

	Dec. 18 at 10 a.m.	Dec. 19 at 4 p.m.
Barometer	30.25	30.12
Temperature	63	65
Humidity	69	70
Rainfall	—	—

## CHINA COAST METEOROLOGICAL REGISTER.

December 19th, 1903, a.m.

Bar. Th. Hu. Wind Wr.

	7 a.m.	10 a.m.	1 p.m.	4 p.m.	7 p.m.
Vladivostok	29.93	30.1	30.1	30.1	30.1
Nemuro	29.49	29.5	29.5	29.5	29.5
Hakodate	29.85	29.8	29.8	29.8	29.8
Tokio	29.85	29.8	29.8	29.8	29.8
Kochi	30.15	30.1	30.1	30.1	30.1
Nagasaki	30.31	30.3	30.3	30.3	30.3
Kagoshima	30.31	30.3	30.3	30.3	30.3
Oshima	30.32	30.3	30.3	30.3	30.3
Naha	30.32	30.3	30.3	30.3	30.3
Ishigakijima	30.29	30.2	30.2	30.2	30.2
Taihou	30.29	30.2	30.2	30.2	30.2
Taihou	30.29	30.2	30.2	30.2	30.2
Tainan	30.17	30.1	30.1	30.1	30.1
Koshun	30.14	30.1	30.1	30.1	30.1
Pescadore	30.21	30.2	30.2	30.2	30.2
Waihaiwei	30.45	30.4	30.4	30.4	30.4
Gutai	30.52	30.5	30.5	30.5	30.5
Sharp Peak	30.42	30.4	30.4	30.4	30.4
Anoy	30.39	30.3	30.3	30.3	30.3
Swatow	30.39	30.3	30.3	30.3	30.3
Canton	30.39	30.3	30.3	30.3	30.3
Hongkong	30.32	30.3	30.3	30.3	30.3
Victoria Peak	30.32	30.3	30.3	30.3	30.3
Gap Rock	30.30	30.3	30.3	30.3	30.3
Macao	30.31	30.3	30.3	30.3	30.3
Haiphong	30.29	30.2	30.2	30.2	30.2
Manila	29.92	29.9	29.9	29.9	29.9
Bacolod	29.84	29.8	29.8	29.8	29.8
Hilo	29.84	29.8	29.8	29.8	29.8
Cebu	29.84	29.8	29.8	29.8	29.8
C. St. James	29.84	29.8	29.8	29.8	29.8

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 9th December, 1903, per \$ Mex.

## BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	17
"Corned—Ham Ngau Yuk	17
"Roast—Shiu	17
Breast—Ngau Lam	14
Soup, Tong Yuk	13
Steak—Ngau Yuk Pa	17
Sausages—Ngau Yuk	26
Bullock's Brains—Know	8
Tongue fresh—Ngau Li	45
"Corned—Ham Ngau Li	55
Head—Ngau Tau	9
Heart—Ngau Sum	9
Hump, Salt—Ngau Kin	13
Feet—Ngau Kerk	13
Kidneys—Ngau Yiu	16
Tail—Ngau Mei	16
Liver—Ngau Con	9
Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai- tau-keek	75
Mutton Chop—Yeung Pui Kw	24
"Leg—Yeung Pui Kw	24
"Shoulder—Yeung Shau	22
Pigs' Chilling—Chi chong	2
Brains—Chi Know	2
Feet—Chi Kerk	12
Fry—Chi Chak	12
Head—Chi Tau	13
Heart—Chi Sum	9
Kidneys—Chi Yiu	6
Liver—Chi Con	24
Pork, Chop—Chi Pui Kwat	18
"Corned—Ham Chu Yuk	18
"Leg—Chu Pui	22
Fat or Lard—Chu Yau	22
Sheep's Head and Feet—Yeung Tau	45
"Keok	16
"Kidneys—Yeung Yiu	16
"Liver—Yeung Con	16
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	17
"Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	18
Sausages—Ngau Chai Yuk Tong	15

## POULTRY.

Chicken—Kai Chai	22
Capons, Large, Small—Sin Kai	24
Ducks—Ap	23
Doves—Pan Kau	10
Eggs, Hen—Kai Tan	21
Fowls, Canton—Kai	30
"Hainan—Hoi Nam Kai	24
Geese—Ngai	20
Geese, Wild Shanghai—Sheung Hoi Ye	24
Ngo	1.40
Musk Deer—Wong Keng	3.00
Hare—Tu Chai	60
Partridge—Che Khoo	60
Pheasant—Shan Kai	1.40
Pigeons, Canton—Pak Kup	28
Quail—Ung Chuk	24
Rice Birds—Wo Pa Cheuk	17
Snipe—Sa Chul	28
Turkeys, Cock—Fo Kai Kung	65
"Hen—Na	65
Wild Ducks, Shanghai, Sulap	80
Teal, Shanghai, Sulap	80
Wild Ducks, Canton—Sang Shing Sui	90
"Apea	90

## FISH.

Barbel—Ka Yu

Brass—Bin Yu

Canton Fresh Water Fish—Hoi Bin Yu

Carp—Li Yu	16
Catfish—Chik Yu	16
Codfish—Mun Yu	15
Cray—Hoi	10
Cuttle Fish—Muk Yu	12
Dab—Sa Mang Yu	25
Jack—Wong Mei Lun	8
Dog Fish—Tui Tu Sa	15
Eels, Congor—Hoi Man Yu	15
" Fresh water—Tun Sui Yu	14
" Yellow—Wong Sin	24
Frogs—Tien Kai	32
Gatoupa—Sek Pan	40
Gudgeon—Pak Kup Yu	27
Herrings—Tso Pak	14
Halibut—Cheung Kwan Yu	14
Labrus—Wong Fa Yu	14
Loach—Wu Yu	24
Lobsters—Lung Ha	22
Mackerel—Chi Yu	20
Monk Fish—Mon Yu	20
Mullet—Chai Yu	24
Oysters—Sang Hoo	30
Parrotfish—Kai Kung Yu	31
Perch—Tau Loo	31
Pomfret—Fa Paw Poong	31
Pomfret, Black—Hak Chong	31
Pomfret, White—Pak Chong	31
Prawns—Ming Ha	31
Ray—Pei Pa Sa	31
Rock Fish—Sek Kau Kung	31
Roach—Chun Yu	31
Salmon, (Clon), fresh water—Ma Yau Yu	31
Shark—Sa Yu	31
Skate—Po Yu	31
Shrimps—Ha	31
Snapper—Lap Yu	31
Sole—Tat Sa Yu	31
Tench—Wan Yu	31
Turbot—Cho Hoo Yu	31
Turtles, small, fresh water—Keok Yu	31
White Bait—Ngan Yu Chai	31

FRUITS



## Shipping.

## Arrivals.

Coromandel, Br. s.s., 2,783, Montford, R.N.R., 18th Dec., Bombay 2nd Dec., and Singapore 13th, Mails and Gen.—P. & O. S. N. Co.  
 Rohilla Maru, Jap. s.s., 2,399, Bent, 18th Dec., Manila 16th Dec., Gen.—T. K. K.  
 Kashing, Br. s.s., 1,143, Brown, 18th Dec., Canton 18th Dec., Gen.—B. & S.  
 Glenroy, Br. s.s., 1,241, McGillivray, 18th Dec., Amoy 17th Dec., Gen.—McG. Bros. & Co.  
 Lyeemoo, Ger. s.s., 1,238, Lehmann, 19th Dec., Canton 18th Dec., Gen.—S. & Co.  
 Sungkiang, Br. s.s., 1,021, Outerbridge, 19th Dec., Manila 16th Dec., Hemp.—B. & S.  
 Guthrie, Br. s.s., 1,124, Dabell, 19th Dec., Melbourne 7th Nov, Sydney 18th, Newcastle 21st, Brisbane 23rd, Cairns 26th, Pidgeon Island 28th, Thursday Island 29th, and Manila 1st Dec., Ballast.—G. L. & Co.  
 Tingsang, Br. s.s., 1,041, King, 19th Dec., Chinkiang 15th Dec., Gen.—J. M. & Co.  
 Kansu, Br. s.s., 1,246, Baddeley, 19th Dec., Tongku 12th Dec., Ground-nuts.—B. & S.  
 Ichang, Br. s.s., 1,227, Jones, 19th Dec., Chifoo 11th Dec., and Swatow 18th Dec., Gen.—B. & S.  
 Loden, Norw. s.s., 757, Meyer, 19th Dec., Chifoo 13th Dec., Gen.—E. A. T. Co.  
 Simongan, Dut. s.s., 1,200, Tol, 19th Dec., Samarang 8th Dec., Sugar.—Yuen Fat Hong.

## Departures.

Dec. 19.  
 Ballarat, for Europe  
 Coromandel, for Shanghai  
 Zuyfou, for Manila  
 Tachio, for Swatow  
 Johanne, for Pakhoi  
 Wakimisu Maru, for Meiji  
 Laerte, for Saigon  
 Chifoo, for Bangkok  
 Tremont, for Tacoma  
 Taiping, for Canton  
 Chifoo, for Canton  
 Carl Diederichsen, for Haiphong  
 Halong, for Swatow  
 Saitang, for Calcutta  
 Kashing, for Shanghai  
 Vindobona, for Japan  
 Tachio, for Swatow  
 Tyr, for Hongkong  
 Tingsang, for Canton  
 Loden, for Canton  
 Kansu, for Canton  
 Yochow, for Canton.

## Passengers arrived.

Per Rohilla Maru, from Manila—Mrs. Livingstone, Mrs. Dickinson, Messrs. D. G. Hoberly, M. K. Vance, C. D. Ayton, R. Weber, W. O. Bingham, 82 Chinese and 14 Japanese.  
 Per Coromandel for Hongkong from London—Mr. and Mrs. Meador, child and infant, Mr. and Mrs. Garrod, Lance-Sergeant and Mrs. Kent, Sergeant and Mrs. McHardy, Mrs. G. Scoggins, Mrs. Penfold and infant, Messrs. Holborow, Stevenson, and G. F. Langford, Sergeants Terrell and Fenton, from Marseilles.  
 Messrs. J. Fisher and Hugo Russ, Lieut. R. M. Burmeister, from Bombay—Mr. H. Cawaji, from Colombo—Mrs. Trulwell, from Singapore—Dr. T. M. Lander, Messrs. Jas. Walker, L. S. Lewis, P. Boy and T. M. Perpetuo, for Shanghai from London—Mr. and Mrs. G. Crane, Mr. and Mrs. Stuart, Mr. and Mrs. Blennerhassett and four children, Mrs. Wheeler and infant, Misses Craig and D. Craig, Messrs. G. A. Clatworthy, and A. Penfold, Staff-Sergeants Meenwell and Clarke, Sergeant C. Norwood, and Corpl. E. Weekes, from Marseilles—Mr. and Mrs. Wise, Miss Cotton, and Mr. Sai Vita, for Yokohama from London—Messrs. D. White and G. B. Lansom, from Marseilles—Mr. G. H. Chippis.  
 Per Guthrie, from Australian Ports—Dr. and Mrs. Ramsden, and 6 Chinese.  
 Per Sungkiang, from Manila—Messrs. Julio de José Santos, Saavedra Estrada, F. dos Santos, A. Lora, Nubun, Blackledge, Slater, Westwell, Leighton, O'Brien, Reilly, Laurence, Gaster, Huang, Hawkins, Barnes, Kidwell, McAllester, Mrs. F. Taylor, Miss D. E. Westdom, Messrs. Bartram, Fillnow, Monaghan.

## Passengers departed.

Per America Maru, for Shanghai—Mrs. Gonzales, infant and 2 native servants, 2 Masters Gonzales, Messrs. Kao Tuck, F. W. Shirriff, Robt. V. Dell, M. Collins, Mrs. Somer, Mrs. Byones, and Mr. R. Howes, for Nagasaki—Mr. I. Shegetomi, for Yokohama—Messrs. Messrs. J. T. Beglior, K. Nakashima, Miss Koma Fujita, and Mr. and Mrs. W. Horri, for Honolulu—Messrs. Luen Foo Chin, Luen Kim Wai, Miss Lan Chee, Mr. Chang Chee, and Mrs. and Miss C. Cooke, for San Francisco, &c.—Miss Cora W. Bailey and native servant, Mrs. and Miss Davenport, Miss M. Goodfellow, Miss M. Zimora, Mr. A. Ewald, Rev. W. Morsby, Messrs. A. Ford, Winn, C. M. Cooke, Cheong Wing Cheong, Theo. Bauman, Wan Ah Lim, Mrs. Chang Ho, and M. C. Pustick.  
 Per Ballarat, from Hongkong for Singapore—Messrs. Goodbody, H. D. Darbshire, C. G. King, and Lieut. E. R. Jones, for Penang—Mr. W. Meakin, for Port Said—Dr. and Mrs. J. Zimmermann, Dr. J. R. Stewart, Messrs. T. F. Goulden and Gabriel Vidal Ros, for Brindisi—Mrs. Debiangy, and Mrs. Frank Vanderpool, Mr. and Mrs. J. E. Wilson, Mr. and Mrs. L. H. Gray and child, Mr. and Mrs. H. W. E. Storey, Misses Lewis, A. Burns, Dupuy, and Young, Dr. Heberle, Messrs. I. C. Thomson, David Evans, C. W. Bailey, E. I. Stone, J. B. Fishburn, J. O. Hutchinson, J. Burns, Minisni, and D. Wilson, for Marseilles—Mrs. W. S. Crawford, Miss M. Crawford, and Miss K. A. Sanborn, for London.

Mr. and Mrs. T. Andrews, child and infant, Mrs. J. R. Stuart, Sub-Lieut. Chas. W. Craven, R. B. Ramsay, G. H. Dennistown, J. H. F. Glegg, F. Jack, and C. T. L. Nooks, Messrs. A. L. Black, H. Robbins, R. N. J. Goldsmith and James Scott, from Shanghai for Singapore—Messrs. J. W. Campbell, R. M., and G. S. Casson, for London—Mr. W. G. Smith, from Kobe for Singapore—Mr. J. B. Girma-homed, for London—Mr. A. Bevin, from Yokohama for Marseilles—Mr. A. B. B. For London—Surgeon Morlye Bicton.

## Steamers Expected.

Vessels	From	Agents	Due
König Albert	Japan	M. & Co.	Dec. 21
Rubi	Manila	B. & S.	Dec. 21
Kayashima	Singapore	N. Y. K.	Dec. 21
Namsang	Singapore	M. & Co.	Dec. 22
Glenloch	Singapore	McG. & Co.	Dec. 22
Emp. of China	Japan	C. P. R. Co.	Dec. 23
Bayern	Singapore	M. & Co.	Dec. 24
Gaelic	Japan	O. & O.	Dec. 24
Tijalatjap	Moji	C. J. J.	Dec. 24
Calchas	Moji	B. & S.	Dec. 26
Taiyuan	Sydney	B. & S.	Dec. 27
H'kong Maru	San Francisco	P. M. Co.	Dec. 31
Athenian	Vancouver	C. P. R. Co.	Jan. 2
China	San Francisco	P. M. Co.	Jan. 10

## Ships Passed The Canal.

Outward—13th November—Satsuma, Yang Tze, Renaty, Queen Mary, Japan, Wureburg, 17th November—St. Kilda, 20th November—Bernicia, Hakata Maru, Dragoman, Anhui, Min, Radley, Auchenrag, St. George, 25th November—Shimosa, Alesia, Glenloch, Indradeo, Claverburn, Benedi, 28th November—Pyrhus, Crusader, Tydeus, 1st December—Bayern, Howick Hall, Badenii, Brish-huel, Gloamin, Palermo, 4th December—Awa Maru, Nestor, Polynesian, Chardouin, 8th December—Carl Chenan, 12th December—Keenun, Palma, 14th December—Macduff, 16th December—Glengyle, Kanagawa Maru, Sakken, Shanghai, 18th November—Vindobona, 1st December—Juno, 4th December—Preussen, 16th December—Freiburg, Arrivals at Home—13th November—Bamber, Inaba Maru, Konigsberg, Andalusia, 17th November—Socatra, Seydlitz, Braemar, Bencluch, Ernest Simons, 20th November—Persia, 28th November—Utachi Maru, 1st December—Agamemnon, Abyssinia, Kentmere, Yarra, 4th December—Idomeneus, Borneo, 8th December—Wakasa Maru, Pakling, Roon, Dharwar, 12th December—Brigaviva, Sambia, 16th December—Australia.

## Shipping Reports.

Strong Glenroy from Amoy—Strong N.E. wind, and rough sea.  
 Str. Kansu from Tongku—Strong N.E. and N.W. winds during passage.  
 Str. Tingsang from Chinkiang—Fresh to moderate monsoon throughout, clear cloudy weather.  
 Str. Guthrie from Australian Ports—Experienced fine weather to Manila, strong monsoon crossing China Sea.

## Vessels in Port.

Amara, Br. s.s., 1,567, Matlock, 16th Dec., Karatsu 11th Dec., Coal.—J. M. & Co.  
 Binh-Thuan, Fr. s.s., 984, Ribault, 15th Dec., Moji 10th Dec., Coal.—B. & Co.  
 Borneo, Ger. s.s., 1,068, Muhle, 17th Dec., Sandakan and Zamboanga 11th Dec., Timber and Gen.—M. & Co.  
 Bourbon, Fr. s.s., 2,100, Soucheur, 11th Dec., Saigon 3rd Dec., Gen.—Wing Seng.  
 Catherine Apar, Br. s.s., 1,730, Stewart, 15th Dec., Calcutta 28th Nov, Penang and Singapore 9th Dec., Gen.—D. S. & Co., Ltd.  
 Clavering, Br. s.s., 2,155, Barton, 11th Dec., Moji 6th Dec., Coal.—C. S. S. Co.  
 Decima, Ger. s.s., 794, Christiansen, 14th Dec., Moji 8th Dec., Coal.—S. W. & Co.  
 Elgi, Norw. s.s., 708, Christophersen, 17th Dec., Amoy 15th Dec., Ballast.—C. & Co.  
 Houslow, Br. s.s., 1,865, Adchard, 14th Dec., Mororan 2nd Dec., Coal.—D. & Co., Ltd.  
 Indrasimha, Br. s.s., 3,366, Craven, 7th Dec., Portland, Or, via Moji 3rd Nov, Gen.—Allan Cameron.  
 Koshichang, Ger. s.s., 1,293, Spiesen, 2nd Dec., Bangkok and Ang Hin 21st Nov, Rice.—B. & S.  
 Korea, Am. s.s., 5,651, Seabury, 14th Dec., San Francisco 18th Dec., and Shanghai 12th Dec., Mails and Gen.—P. M. S. S. Co.  
 Kwongsang, Br. s.s., 1,427, Lake, 18th Dec., Canton 17th Dec., Gen.—J. M. & Co.  
 Loosok, Ger. s.s., 1,200, Leuss, 17th Dec., Bangkok 5th Dec., Rice and Wood.—B. & S.  
 Mercedes, Br. s.s., 2,915, McGregor, 12th Dec., Wellington 17th Dec., Coal.—Admiralty.  
 Petrarch, Ger. s.s., 1,251, Ahrens, 11th Dec., Sourabaya 30th Sept., Sugar.—S. W. & Co.  
 Prima, Norw. s.s., 761, Meyer, 14th Dec., Manila 10th Dec., Ballast.—S. W. & Co.  
 Selua, Norw. s.s., 865, Fingalsen, 13th Dec., Canton 12th Dec., Gen.—E. A. F. Co.  
 Shikano Maru, Jap. s.s., 2,054, Suista, 12th Dec., Moji 6th Dec., Coal.—D. & Co., Ltd.  
 Tamsui, Br. s.s., 919, Eedy, 17th Dec., Shanghai and Amoy 12th Dec., Gen.—B. & S.  
 Tartar, Br. s.s., 4,125, Evans, 16th Dec., Vancouver 16th Nov., and Shanghai 13th Dec., Gen.—C. P. R. Co.  
 Undine, Norw. s.s., 1,017, Torbjørnsen, 13th Dec., Moji 8th Dec., Coal.—Order.  
 Victoria, Am. s.s., 2,500, Truebridge, 13th Dec., Tacoma 16th Nov., Gen.—D. & Co., Ltd.  
 Würzburg, Ger. s.s., 3,246, Blüner, 15th Dec., Singapore 8th Dec., Gen.—H. A. L.

## Sailing Vessels.

Brilliant, Br. sq., 3,600, Cowlishaw, 23rd Dec., Shanghai 16th Dec., Gen.—S. O. Co.  
 Vale of Doon, Br. sq., 669, Wisemeter, 13th Dec., Rajang 9th Nov, Timber.—S. W. & Co.

## Lost Office.

A Mail will close for—  
 Namiao—Per Taike, 20th Dec., 9 A.M.  
 Sanbue—Per Hoi Fu, 20th Dec., 9 A.M.  
 Macao—Per Wingchah, 20th Dec., 9 P.M.  
 Canton—Per Honam, 20th Dec., 9 A.M.  
 Canton—Per Kumchuk and Samshui—Per See Wui, 20th Dec., 9 A.M.  
 Canton—Per Powa, 20th Dec., 9 A.M.  
 Kongmoon, Kumchuk and Samshui—Per Cheongkong, 20th Dec., 9 A.M.  
 Canton—Per Honam, 21st Dec., 7:30 A.M.  
 Macao—Per Heungshan, 21st Dec., 1:15 P.M.  
 Shanghai—Per Lyeemoo, 21st Dec., 2 P.M.  
 Kongmoon, Kumchuk and Samshui—Per See Wui, 21st Dec., 2 P.M.  
 Shanghai—Per Lyeemoo, 21st Dec., 4 P.M.  
 Canton—Per Kinshan, 21st Dec., 3 P.M.  
 Swatow, Amoy and Foochow—Per Thales, 21st Dec., 5 P.M.  
 Canton—Per Fatshan, 22nd Dec., 7:30 A.M.  
 Manila—Per Rohilla Maru, 22nd Dec., 10 A.M.  
 Bangkok—Per Elizabeth Rickmers, 22nd Dec., 11 A.M.  
 Straits and Calcutta—Per China, 22nd Dec., 1 P.M.  
 Macao—Per Heungshan, 22nd Dec., 1:15 P.M.  
 Singapore, Penang and Calcutta—Per Catherine Apar, 22nd Dec., 2 P.M.  
 Cebu and Iloilo—Per Kwaiyang, 22nd Dec., 3 P.M.  
 Kongmoon, Kumchuk and Samshui—Per See Wui, 22nd Dec., 3 P.M.  
 Ning and Shanghai—Per Tientsin, 22nd Dec., 4 P.M.  
 Canton—Per Powa, 22nd Dec., 5 P.M.  
 Canton—Per Honam, 23rd Dec., 7:30 A.M.  
 Etrona, &c., India, via Tuticoria—Per König Albert, 23rd Dec., 11 A.M.  
 Macao—Per Heungshan, 23rd Dec., 1:15 P.M.  
 Manila—Per Sungkiang, 23rd Dec., 3 P.M.  
 Kongmoon, Kumchuk and Samshui—Per See Wui, 23rd Dec., 3 P.M.  
 Canton—Per Kinshan, 23rd Dec., 5 P.M.  
 Macao—Per Heungshan, 24th Dec., 1:15 P.M.  
 Kongmoon, Kumchuk and Samshui—Per See Wui, 24th Dec., 3 P.M.  
 Manila—Per Rubi, 26th Dec., 9 A.M.  
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Korea, 26th Dec., 11 A.M.  
 Europe, &c., India, via Tuticoria—Per Salazar, 26th Dec., 11 A.M.  
 Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chingtu, 30th Dec., 3 P.M.  
 Kobe—Per Taiyuan, 1st Jan., 3 P.M.

## TO-MORROW.

CHURCH SERVICES.  
 St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5:45 p.m.  
 Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9:30 a.m. Benediction, 5:30 p.m.  
 German Bethesda Chapel, West Point—Morning Service, 11 a.m.  
 St. Francis Church, Wanchai—Mass (Chin.) 6 a.m., (Port.) 7:30 a.m. Benediction, 5 p.m.  
 St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.  
 St. Anthony's Chapel, West Point—Mass, 8 a.m.  
 Wesleyan Methodist Church—Morning Service, at St. Andrew's Hall, during the enlargement of the Church, at 10:15 a.m. Sunday School and Bible Class at the Soldiers and Sailors Home, Arsenal Street, at 3 p.m., Evening Service at the Soldiers and Sailors Home, at 6 p.m.  
 Union Church—Services, 11 a.m., and 6 p.m.  
 St. Peter's Seamen's Church, Queen's Road West, Matins 11 a.m., Venite, Hayes; Te Deum, Lawes; Jubilate, Russell; Hymns, 65, 463, 476 and 235. Kyrie, Nares.  
 Holy Communion 12:15 p.m.  
 Evensong 6:30 p.m., Magnificat, Hawkins; Nunc, Turner; Hymns, 460, 76, 445 and 16.  
 The Church launch Dayspring will call on ships carrying white crews to bring friends ashore to the services between 9:15 and 10:30 a.m., and between 5:15 and 6 p.m., (Kowloon Police Pier, 10:30 and 6 p.m.); returning afterwards. The Answering Pennant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.  
 Sunday school 10 to 10:45 a.m.

## VISITORS AT THE HOTELS.

KING EDWARD.  
 Hale, Mrs. M. P. Reid, Arch.  
 Hawley, Miss W. Rose, Mr. and Mrs. T. J. Hawley, Mr. and Mrs. Stephens, Mr. and Mrs. Geo. T. Hollingsworth, A. H. Stokes, Capt. and Mrs. Hawley, Mr. and Mrs. Talati, Mr. and Mrs. M. P. Lambkin, Mrs. Vanderpole, Dr. and Mrs. Frank Mueller, Ed. (Consul for Vaughan, H. S. Peru).  
 KOWLOON.  
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 Anderson, Mr. Livingstone, Miss  
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 Petritwitz, A. V.

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 and child Mortimore, Miss E.  
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 Dunn, G. H. Grant  
 Duff, J. S. Smith, Mr. E. Grant  
 Falloon, C. H. Walker, Lieut. & Mrs.  
 Gaskell, Mr. and Mrs. and child  
 Harvey, Lieut. and Woodward, Mr. & Mrs.  
 Mrs. J. S. and children  
 Helms, W.

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 Brusse, J. V. Noon, F. G.  
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 children Roberts, Capt. W.  
 Cregg, Mr. Samly, A. M.  
 Eaton, C. C. Simons, L. P.  
 Hought, Dr. Shiley, J. C.  
 Howk, A. Young, L. C.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATION.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	Div. of £1.10/- @ 1/8=\$18 for half year ending 30.6.1903.....	\$67 1/2
National Bank of China, Ltd.....	\$ 8	3 1/4 = \$1.90 for 1902 .....	\$30 b
Do. Founders.....	\$ 1	None .....	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.....	\$ 100	32 per cent = \$32 per share for 1902 ...	\$490 a
China Traders' In. Co., Ltd.....	\$ 25	16 1/2 = \$1 for year ended 30.4.1903.....	\$57 sa
North China In. Co., Ltd.....	\$ 25	Final of £1 making £2 for 1902 .....	Tls. 219 sa
Yangtze In. Association, Ltd.....	\$ 60	20 1/2 = \$2 for 1901 .....	\$135
Antion In. Office, Ltd.....	\$ 50	30 1/2 = \$15 per share for 1902 .....	\$175 sa
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.....	\$ 50	\$2 1/2 per share for 1901 .....	\$310
China Fire In. Co., Ltd.....	\$ 20	\$6 per share for 1901 .....	\$88 b
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.....	\$ 15	\$1 1/2 for half-year ending 30.6.1903 .....	\$32 1/2
Indo-China S. N. Co., Ltd.....	\$ 10	5 1/2 = 10/- per share for 1902 .....	\$76 a
China & Manila S.S. Co., Ltd.....	\$ 50	10 1/2 = \$5 per share for 1900 .....	\$18
Douglas Steamship Co., Ltd.....	\$ 50	Div. of \$3 for year ended 30.6.1903.....	\$50 sa
"Star" Ferry Co., Ltd.....	\$ 5	\$1.20 = 12/- for year ending 30.6.1903 .....	\$30 sa
"Shell" Transport & Trading Co., Ltd.....	\$ 1	60 cts. } 30 1/4 3/4 .....	\$19 b
Taku Tug & Lighter Co., Ltd.....	Tls. 50	3rd Interim of 6d. for 1902 .....	£1 1/2 s
Shanghai Tug & Lighter Co., Ltd.....	Tls. 50	Interim of 2 1/2 for 1903 .....	Tls. 36
Do. Preference.....	Tls. 50	Interim of 4 1/2 = Tls. 2.00 .....	Tls. 52 1/2
Do. Preference.....	Tls. 50	Interim of 3 1/2 = Tls. 1.75 .....	Tls. 47 1/2
REFINERIES.			
China Sugar Refining Co., Ltd.....	\$ 100	Fin. of \$7 making \$12 for 1901 .....	\$105 b
Luxon Sugar Refining Co., Ltd.....	\$ 100	\$3 per share for 1897 .....	\$10
Perak Sugar Cultivation Co., Ltd.....	\$ 50	Fin. of 7/- for year ending 30.6.02 .....	Tls. 60
MINING.			
Punjom Mining Co., Ltd.....	\$ 11	None .....	\$1 1/2 s
Société Française des Charbonnages du Tonkin .....	Fr. 350	Fin. of Frs. 30 making Frs. 60 for 1902 .....	\$600 a
Raub Australian Gold Mining Co., Ltd.....	£0.18.10	No. 12 of 1/- per share 28.10.01 .....	\$8 a
Chinese Engineering & Mining Co., Ltd.....	\$ 1	No. 2 of 1/- per share 26.10.03 .....	Tls. 6 b
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.....	\$ 50	12 1/2 = \$6 for 1 year 30.6.03.....	\$204 s
S. C. Farnham, Boyd & Co., Ltd.....	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03 .....	Tls. 128 b
Hongkong & Kowloon Wharf & Godown Co., Ltd.....	\$ 50	Interim of \$2 1/2 for 1903.....	\$96 b
New Amoy Dock Co., Ltd.....	\$ 6 1/2	\$2 1/2 for 1902 .....	\$38 s
Shanghai & Hongkew Wharf & Godown Co., Ltd.....	Tls. 100	Interim of Tls. 5 for 1903 .....	Tls. 220 sa
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.....	\$ 10	8 1/2 = 80 cents per share for 1902 .....	\$9 1/2
Hongkong Land Investment & Agency Co., Ltd.....	\$ 100	Interim of \$6 for 1903 .....	\$157 1/2 b
K'loon Land & Building Co., Ltd.....	\$ 30	\$2.30 per share for 1902 .....	\$35 b
West Point Building Co., Ltd.....	\$ 50	Interim of \$1 1/2 for 1903 .....	\$12 1/2 s
Hongkong Hotel Co., Ltd. ...	\$ 50	\$6 for first 1/4 year 1903.....	\$148
Astor House Hotel Co., Ltd. (Shanghai) .....	\$ 25	2 1/2 1/2 for year ending 30.6.03 .....	\$28 b
Hotel des Colonies Co., Ltd. (Shanghai) .....	Tls. 25	6 1/2 for year ending 31.3.03 .....	Tls. 13 1/2
Humphreys Estate & Finance Co., Ltd.....	\$ 10	9 per cent. for 1902 .....	\$11 b
Shai Land Investment Co., Ltd.....	Tls. 50	Interim of 6 1/2 for 1903 .....	Tls. 103 1/2
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.....	\$ 10	{ Final of 60 cents, making \$1 for } 1902/1903 .....	\$15 1/2 b
Ewo Cotton Spinning & Weaving Co., Ltd.....	Tls. 50	3 % for period ended 31.10.97 .....	Tls. 37 a
International Cotton Manufacturing Co., Ltd.....	Tls. 75	Interim of 3 % on account of 1898 .....	Tls. 25 b
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.....	Tls. 100	Interim div. of 4 % on acct. of 1898 .....	Tls. 40 sa
Soy Chee Cotton Spinning Co., Ltd.....	Tls. 500	4 % for period ended 31.12.06 .....	Tls. 170 b
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.....	\$ 500	25 % for year ending 30.6.1900 .....	\$250
Philippine Tobacco Trust Co., Ltd.....	\$ 50	None .....	\$15
Shanghai - Sumatra Tobacco Co., Ltd.....	Tls. 20	Interim of Tls. 3 per share .....	Tls. 51 b
MISCELLANEOUS.			
Green Island Cement Co., Ltd.....	\$ 10	12 1/2 = \$1.20 per share for 1902 .....	\$25 a
China-Borneo Co., Ltd.....	\$ 12	First year .....	18 sa
A. S. Watson & Co., Ltd.....	\$ 50	Interim of 5 % for 1903 .....	\$14 1/2 sa
Watkins, Ltd.....	\$ 10	\$1 per share for 1902 .....	\$7 1/2 sa
Hongkong Electric Co., Ltd.....	\$ 10	90 cents for year ending 30.4.1903 .....	\$12 1/2 b
Hongkong Electric Co., Ltd.....	\$ 5	45 cents for year ending 30.4.1903 .....	\$7
Hongkong & China Gas Co., Ltd.....	\$ 10	10 % div. and 1 % bonus for 1901 .....	\$140 b
Hongkong Rope Manufacturing Co., Ltd.....	\$ 50	\$10 for 1902 .....	\$145 b
Geo. Fenwick & Co., Ltd.....	\$ 25	15 per cent = \$3.75 for 1902 .....	\$48 b
Hongkong Ice Co., Ltd.....	\$ 25	Interim of \$4 for 1903 .....	\$245
Hongkong High-Level Tramway Co., Ltd.....	\$ 100	\$18 for year ending 31.11.1902 .....	\$320
Dairy Farm Co., Ltd.....	\$ 6	\$14 for year ending 31.7.1903 .....	\$12 1/2 b
Campbell, Moore & Co., Ltd.....	\$ 10	Div. of \$2 1/2 for 1902 .....	\$40 a
Bell's Asbestos Eastern Agency, Ltd.....	£0.12.6	.....	\$5 a
United Asbestos Oriental Agency, Ltd.....	\$ 4	90 cents } for year ending 31.5.03 .....	\$9 1/2 b
Do. Founders.....	\$ 10	\$29.70 .....	\$220 b
Hongkong Steam Water-boat Co., Ltd.....	\$ 10	Final of 6 % making 12 % for year .....	\$15 1/2 b
China Light & Power Co., Ltd.....	\$ 10	None .....	\$5 b
Manila Investment Co., Ltd.....	\$ 10	None .....	\$15
William Powell, Ltd.....	\$ 10	\$1 for year ended 30.6.1911 .....	\$9
Maatschappij tot Mijn, Bosch- en Landbouw exploitatie in Langkat, Limited .....	Gulden 100	5th interim dividend of Tls. 7 1/2 paid 15.12.1903 making 30 for Tls. 35 for the year ending 31.10.03 .....	Tls. 315 e
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.....	\$ 50	First year .....	\$50
South China Morning Post, Ltd.....	\$ 25	First year .....	\$25
Telegraphic Address—"Rialto."		BENJAMIN, KELLY & POTTS,	
Telephone No. 148, P. O. Box No. 111.		Share Brokers.	
NOTE:—b=buyers, s=sellers, sa=sales.			



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